



| ICAO ENVIRONMENT

**Statement by the International Civil Aviation Organization (ICAO)
at UNFCCC SBSTA59**

(Dubai, United Arab Emirates, 30 November 2023)

Agenda item 12 (b):

Emissions from fuel used for international aviation and maritime transport

Thank you, Mr. Chair. Today, ICAO brings very good news. Aviation's cleaner energy transition is on !

Just last week, here in this dream city of Dubai, ICAO and its Member States took a landmark decision to facilitate the global scale up in the development, production and deployment of aviation cleaner energies, by adopting the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, at its third Conference on Aviation and Alternative Fuels (CAAF/3).

Through the Framework, ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce international aviation CO₂ emissions by 5 per cent by 2030, through the use of SAF, LCAF and other aviation cleaner energies, while four States expressed their reservations to certain aspects of the Framework.

The Framework provides regulatory foundations for the harmonized fuel sustainability certification and life cycle emissions assessment, by accepting the CORSIA criteria and provisions as the basis for the eligibility of aviation cleaner energies used for international aviation, while requesting further work on fuel accounting methodologies.

The implementation of CORSIA is on track, with now 126 States that voluntarily participate in the scheme from its first phase, starting 2024, with almost 100% coverage of CO₂ emissions reported annually by States, through the CORSIA MRV system.

The Framework adopted by CAAF/3 also outlines a comprehensive set of implementation support initiatives at all stages of the fuel-value chain, including through the ICAO ACT-SAF programme in partnership with 140 States, the industry and other organizations.

Concrete steps to facilitate financing were also agreed, emphasizing that “*No Country is Left Behind*” in aviation's cleaner energy transition.

This robust Framework sends a clear signal to the international community regarding the continued leadership of ICAO in addressing emissions from international aviation.

It also provides clarity, consistency and predictability to governments, public and private investors, industry and fuel producers, on policies, regulations, implementation needs, and investments required to support and unlock the full potential of aviation's energy transition globally.

The Vision and the Framework implementation will be monitored and periodically reviewed, aspiring to have cleaner energy production facilities in all regions, before the convening of next CAAF/4 no later than 2028, with a view to updating the ambition on the basis of market developments.

An enormous amount of technical work has underpinned and led to the positive outcomes of CAAF/3. The recent updates to the short-term projections for SAF production by 2030 include over 100 new, additional announcements this year. This is a testimony that the transition is already taking place.

Although it is not expected that all these announcements will be realized, as they depend on many factors, it is clear that the ICAO Global Framework will strongly support their realization. The Framework clearly encourages the acceleration of 100% SAF compatibility in aircraft, and we have just witnessed this week the first transatlantic flight, 100% powered by SAF.

Mr. Chair. In closing, the historical decision by CAAF/3 marked the beginning of a new era for the aviation sector where the consideration of its impacts on climate change take the forefront in shaping the future of air transport. Thank you.